

The China Mail.

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"COBRA" BRAND,
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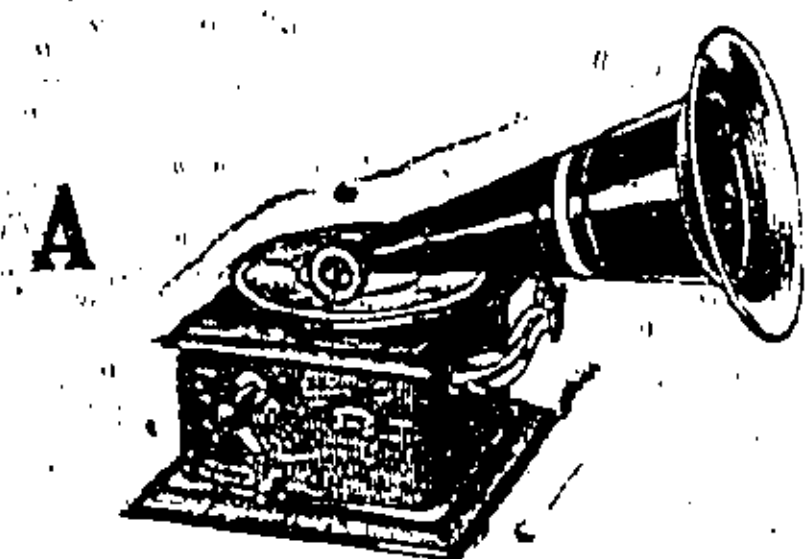
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A—SUPERIOR PALE, Red Capsule	20
B—SUPERIOR OLD COGNAC, Red Capsule	23
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VERY PALE COGNAC	\$20.80
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VERY FINE LIQUEUR COGNAC, 60 Years Old	100.00

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A BARGAIN FOR CASH!!



AND 12 RECORDS

FOR \$45.

S. MOUTRIE & Co., LIMITED.

Hongkong, April 15, 1907.

POWELL'S

We are introducing to their customers and the general public, a new wood for furniture construction known as

LIME WOOD

A heavy, close grained timber, eminently suited to the climate and guaranteed not to warp or crack.

FURNITURE

made from this wood is especially free from all classes of insect life, the odour of the lime wood being distasteful to all insects.

We are exhibiting in our show-window, a collection of LIME WOOD FURNITURE, showing a complete

DINING-ROOM SUITE

WITH CHINA CABINET AND PEDESTALS.

ILLUSTRATIONS AND QUOTATIONS ON APPLICATION.

ALEXANDRA BUILDINGS.

'EMPIRE'

CINEMATOGRAPE THEATRE, PREMIER HALL OF THE COLONY, Des Voeux Road Central, Opposite Central Market.

2 Performances: 7.15 to 9 and 9.15 to 11.30 P.M.

Reappearance of the eminent 'Soubrette' and Dancer

Miss MAGGIE FRAZER.

The Infantile Actor

LITTLE PERCY.

GRAND SUCCESS of the Queen of the Banjo

MISS LAURA DIAMOND.

GRAND MATINEES: SATURDAYS and SUNDAYS at 4 P.M. AT REDUCED PRICES.

General Memoranda.

FRIDAY, July 22:—

11.07 a.m.—Full Moon.

SATURDAY, July 23:—

4 p.m.—Aquatic Fete at V.R.C.

9 p.m.—Concert Kowloon Cricket Club.

SUNDAY, July 24:—

9 a.m.—Excursion to Macao by s.s. Houshang.

MONDAY, July 25:—

2.30 p.m.—Auction of Household Furniture at Nos. 1 & 2, Nathan Road, Kowloon.

The China Mail

HONGKONG, WEDNESDAY, JULY 20, 1910

AMERICAN RAILWAYS AND THEIR SERVANTS.

ONLY the other day the papers of the United States were printing with great exultation a report of the Interstate Commerce Commission for the year ending June 30, 1907, which went to prove that American railways were now the safest in the world so far as concerned the loss of life and injury to limb in comparison with the number of passengers carried and the length of line operated. One paragraph of this report read:—"Of the 368 companies reporting to this Bureau no less than 347, operating 159,657 miles of line and carrying 570,617,563 passengers, went through the year without a single fatality to a passenger in a train accident. Of the remaining 21, companies no less than 10, operating 27,681 miles and carrying 185,447,507 passengers, only missed such perfect immunity by a single fatality each in accidents to trains. This leaves 11 roads whose misfortune it was to bear the burden of 610 fatal accidents to passengers during the year. The roll of immunity includes roads in every section of the Union, from Maine to California, several great systems operating over 7,000 miles of line each, as well as little branch lines of below 10 miles of single track; lines operated with all the safety appliances known to twentieth-century progress and lines operated under as primitive conditions as prevailed on this continent more than half a century ago. This record of complete immunity, stretching over 159,657 miles of operated line, represents a mileage nearly seven times that of all British roads, and equals the aggregate of all Europe, excluding Russia, but including the British Isles."

It was left to a Mr. JOHN M. GITTENMAN, writing in *McClure's Magazine*, to disturb the agreeable complacency set up by this very encouraging report. He pointed out that though American railways may be safe enough, for passengers, they are very fatal to the men who work upon them. Mr. GITTENMAN declares that it will only take a few years to maim or kill all the men now working on American railroads and he seeks for a cause to explain such an astonishing phenomenon. One is not surprised, when American Magazine methods of the day are considered, to find that Mr. GITTENMAN has little difficulty in fulfilling his quest. He traces the deplorable drain upon the lives of the railway workers to the difficulty which

their widows and orphans have in securing compensation for the loss of the breadwinner. "The railroad has to pay for an injured passenger; therefore it takes pains not to injure him. The railroad has to stand the loss of a damaged locomotive; therefore it takes pains not to damage it. The railroads do not, in general, have to pay for killed employees; therefore they kill one in every two hours. The law throws the whole burden of industrial accident on the employer simply encourages his negligence and increases the number of mishaps. The railroads are not philanthropic institutions. Where the law exempts them from responsibility, they will hardly assume responsibility for themselves."

While the proportion of the killed to the whole number employed has remained practically constant at about 1.4 of 1 per cent. for the last twenty-one years in spite of safety devices, in that time the proportion of injured has quadrupled: "Whereas once in two hours, month in and month out, a conductor, brakeman, switchman, or railway labourer perishes by accident, one is maimed every six minutes. Last year 6.4 per cent. of all the railway employees in the United States were injured: thus the chances are that no man can escape accident for nine years. No wonder that most of the life-insurance companies refuse a railroad man on any terms, while in any sort of company a switchman can be insured only at a rating twenty years in advance of his actual age. In spite of double-tracking and safety devices and palliative legislation, matters have come to such a pass that if the injured of one bad year could all wait in line before one hospital door, the queue would reach the length of Manhattan Island, from the Battery to Spuyten Duyvil Creek, back again to the Battery, and up once more as far as Madison Square, while the dead, if laid by side, would make a row nearly two miles long."

Then what becomes of the maimed, and what provision is made for the widows and orphans of the killed? Mr. GITTENMAN instances the case of THOMAS KANE, a fireman employed by the Erie Railroad, whose widow, left destitute by his death through an accident, succeeded in recovering damages in 9 years, 10 months, and 27 days, after the case had been tried four times in the lower court and had been heard five times on appeal. He also cites the case of the widow of a yard employee whose suit for damages is still lingering in the Pennsylvania courts after ten years of litigation; the case of HAZELING who managed to obtain \$27.75 for the loss of his arm, and the case of a widow who was awarded \$12,000 for her husband's death, but whose case, after more than eleven years, is still in the courts. "With eighty or ninety thousand accidents a year, and the percentage of reversals on appeal greater in this class of cases than in any other, one can imagine the medley of decisions and the extent of the injustice."

The *New York Globe*, in commenting on the matter, observes that it is "still too much the habit of American railway employees to take a chance. It is still too much the practice of railway managers to permit and men to compel practices that necessarily mean slaughter. But the movement to force the recognition of compensation to employees or their families steadily gains in force, and when it is as expensive to kill or injure an employee as it is a passenger we shall not have as many railroad fatalities and railway cripples. As a railroad accident means the destruction of railway property, enlightened railway managers are coming more and more to see that compensation is to their pecuniary advantage—that what they will save will more than offset the cost."

Austrian papers unite in a chorus of praise for the courage and self-sacrifice of the crew of the *Lower Lander*, which picked up the Austrian Lloyd steamer *Trieste* after she had broken her tail shaft and towed her to within 12 miles of Bombay. They deplore the death of the chief engineer during the salvage operation and say his name will be honourably remembered.

There is a rule of your home to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. For sale by all chemists and druggists.

DEATH OF FRENCH CONSUL AT SWATOW.

(From Our Own Correspondent.)

SWATOW, July 18. I regret to announce the death yesterday morning of Monsieur Henri Quevion, Vice Consul for France at this port. The deceased gentleman was operated upon for appendicitis but, despite the best surgical and medical aid he gradually sank, death occurring at the Kakehish hospital. His remains will be interred in the Cemetery this afternoon.

Last week the heat was excessive. Friday and Saturday were simply broiling days, but on Sunday the sky became overcast and we had heavy showers of rain in the afternoon. This has tempered things considerably.

NEWS OF THE DAY.

The nineteenth case of plague for the year was notified yesterday, the body of a Chinaman who had succumbed to the disease being found on the s.s. Yunnan.

H.M.S. Tamar has been shifted from the position which she has long occupied in the harbour and is now moored further out—at the man-of-war anchorage.

The 1st battalion Northamptonshire Regiment, at Aden, under command of Lieut.-Col. F. J. Parker, has been ordered home, after 18 years abroad. It will be stationed at Devonport.

There is an unusual rush of students taking place from all parts of India to reach London in time to enter the Inns of Court before the new and stricter regulations come into force next January.

Owing to other engagements Mr. Marshall Dargah will only be able to give one Shakespearean recital in Hongkong. He arrives from Manila on August 5 and the same evening will give "The Merchant of Venice."

Messrs Butterfield and Swire's launches are being re-painted, and instead of white, as hitherto, are being turned out in slate colour. Although not so attractive, the new colouring is doubtless more serviceable.

War was declared on July 12th in the British naval manoeuvres. A fleet of three hundred warships had assembled, with Admiral Sir W. H. May in command of the Red fleet and Vice-Admiral Sir E. S. P. in command of the Blue, the invaders.

The French Army Estimates are steadily rising. M. Gervais, who is an expert on military matters, states in the *Matin* that the estimates for 1911 will be practically 36 millions sterling—an increase of one million sterling on those of 1910 which, in their turn, were an increase of 22,800,000 on those of 1909. The chief items of increase are for stores, machine guns and artillery, officers' pay, and increased expenditure resulting from the two-years' service law.

Sir Joseph Jones, presiding at a meeting of the Sheffield Free Trade Union, in his address emphasized that the Sheffield manufacturers could not compete against German bounty-fed steel sent to Great Britain under cost price. He had tried to approach the Premier, but had failed. If goods were imported below cost price, the British manufacturer could not exist. He thought the difficulties of the situation could be met without breaking Free Trade theories.

A duel between two lawyers afforded matter for a sensation at Saigon, on June 27. The lawyers had quarrelled and had insulted each other grossly in open court, with the result that one of them was fined 500 francs. The duellists met near the tomb of a bishop, and fought with swords until one of them received a wound on the right hand in the third bout, upon which the seconds stopped the duel. But the combatants refused to make it up, and left the field as enemies.

A remarkable fossil find is reported from Tonkin, where three skulls of early men have been dug out in a cave. All the skulls belong to the same race and bear characteristics peculiar to the European early man of the so-called reinder period and to fossil human remains found in South America. Judging from these, the early men of Tonkin did not belong to the Mongol race. The tools found with the skulls resemble those characteristic of the later Stone Age. There were very few ornaments and pottery associated with the remains. From no bones of no eatable animals being found, it is conjectured that these cave dwellers dieted on fruits and vegetables with perhaps shell fish thrown in.

VOLUNTEER NOTES.

ON LEAVE. Gunner E. C. Hagen of No. 3 Company is granted leave of absence for 12 months with effect from the 15th July.

TRANSFERRED. Sapper A. H. Carroll is transferred from Engineer Company to No. 2 Company with effect from the 15th July.

TRUMPETER G. B. WITCHELL is transferred from No. 1 Company to the Engineer Company with effect from the 15th July.

JOINED. Mr. O. H. Lyson joined the Corps on the 10th July, and was posted to No. 2 Company.

Mr. W. W. Edwards joined the Corps on the 10th July, and was posted to No. 2 Company.

Mr. A. Chantler joined the Corps on the 20th July, and was posted to the Infantry Company.

SAFEGUARD AGAINST ILLNESS.

MAKE it a rule of your home to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. For sale by all chemists and druggists.

VOLUNTEERING IN HONGKONG.

Mr Ross Offers to Raise Company of Scouts.

The following correspondence has been sent to us for publication:—

Hongkong, 11th, July, 1910. Sir,—With regard to your circular letter of the 4th instant addressed to British Commercial Firms in this Colony on the subject of the encouragement of Volunteering, I have now the honour to enclose a letter which I have received from Mr C. H. Ross offering on certain terms, to raise and train a Company of "Scouts."

As one of the most important of the conditions mentioned by Mr Ross is that the Banks and leading Firms should encourage their men to join and give them the necessary leave of absence to render themselves efficient, I wrote, as per enclosed letter to several Banks and Firms, who have all approved the scheme.

I have the honour therefore to ask that you will lay the proposition before H. E. the Officer Administering the Government, with a view to his sanctioning the raising of a body of Scouts on the lines suggested by Mr Ross. It may appear to H. E. that the numbers proposed are not large but I venture the opinion that, if once a good start is made and the young men of the Colony realize that there is opportunity to serve with congenial neighbours in the ranks and under Officers of their own choice, a considerable impetus will be given to Volunteering.

I have the honour to be, Sir, Your obedient servant, (sd.) HENRY KESWICK. The Hon. the Colonial Secretary Hongkong.

HONGKONG, 7th July, 1910. Gentlemen,—Consequent upon the letter of the Hon. the Colonial Secretary dated the 4th instant and urging on heads of Firms, Banks, etc., in this Colony the importance of encouraging their employees to join the Local Volunteer forces, I have received the enclosed letter from Mr C. H. Ross.

Mr C. H. Ross is well known to you and has already proved that he is fully qualified to carry out the duties of a Scout Master. More important still he has the confidence of all who have ever served with and under him.

I would ask you therefore whether you would encourage your men to join the proposed "Hongkong Scouts," and undertake to grant them the requisite leave to make themselves fully efficient. If you approve, I would propose to approach H. E. the Officer Administering the Government with a view to the sanctioning and immediate raising of the "Hongkong Scouts" on the lines set forth in Mr Ross' letter.

I have the honour to be, Your obedient servant, (sd.) HENRY KESWICK. Messrs. The Hongkong and Shanghai Banking Corporation. The Chartered Bank of India, Australia and China. Butterfield and Swire. Sheewan Tomes and Co. Dodwell and Co. The Peninsular and Oriental S. N. Co. Messrs. and Co. The Mercantile Bank of India.

HONGKONG, 7th July, 1910. Hon. Mr Henry Keswick, Hongkong. Dear Sir,—Proposed Mounted and Foot Scouts.

With reference to the Colonial Secretary's printed Circular dated 4th July, I think the above proposed unit is an excellent idea. I would recommend that the Unit be called "The Hongkong Scouts," and be composed of both Mounted and Foot Scouts. I would arm and dress these men exactly alike, teach them identical drill and as far as possible make them interchangeable.

From experience gained when in command of the late Mounted and Foot Scouts, I am of opinion that for "Intelligence work" in the New Territory, both Mounted and Dismounted men are desirable. Many eligible men were prevented from joining the Volunteer Troop, because they did not keep ponies, and it very often happened that members of the Troop having sold their ponies were then unable to attend drills, etc.—under the above proposed system men without mounts would automatically pass to the dismounted branch of the unit and their services be retained.

The Unit should be composed of, 1 Captain, 1 Lieutenant in charge of Mounted men, 1 do. do. Dismounted men 2 Sergeants, 3 Corporals & 15 Mounted Troopers

Total 3 Officers and 62 N.C.O.'s and Men. They should be armed with M. E. carbines, (experience having shown that the short service Rifle is too cumbersome for rapid mountain work in a tropical climate), otherwise equipment to remain practically the same as for the late Volunteer Troop.

Conditions of service to be, 1. Attendance for at least three full days at Xmas Camp. 2. Fifteen Drills exclusive of Recruits Drills. 3. Course of Musketry. 4. Attendance at Annual Inspection. 5. New Members to be elected by vote. 6. Promotions by election. 7. If Government approve, and if the leading Banks and Firms will encourage their men to join, and undertake to grant them the requisite leave so that they may attend the Xmas Camps, I will endeavour to recruit the desired 62 men and get the Unit into working order before Xmas 1910.

I am, Dear Sir, Yours very truly, (sd.) C. H. ROSS.

No. 3895/10.

Colonial Secretary's Office, HONGKONG, 16th July, 1910. Sir,—I am directed to acknowledge the receipt of your letter of the 11th instant, and in reply to inform you that His Excellency accepts with thanks the offer of Mr C. H. Ross to raise and train a Company of Scouts in connection with Volunteering in the Colony.

I am, Sir, Your obedient servant, (sd.) J. M. THOMSON. Colonial Secretary.

The Hon. Mr H. Keswick.

WHY SUFFER FROM RHEUMATISM?

IT is a mistake to allow anyone to suffer from rheumatism, as the pain can always be relieved, and in most cases a cure effected by applying Chamberlain's Pain Balm. The relief from pain which it affords is alone worth many times its cost. For sale by all chemists and druggists.

THE CORONATION.

TO TAKE PLACE IN JUNE.

(Reuter's Service to the China Mail.) LONDON, July 20.

His Majesty King George has signed a proclamation fixing his Coronation to take place in June next. The precise date is to be fixed in the early part of next year.

BRITISH NAVAL MANŒUVRES.

A TRIUMPHANT DEFENCE.

(Reuter's Service to the China Mail.) LONDON, July 20.

The British Naval manoeuvres have resulted in a decisive victory for Admiral Sir W. H. May's defending Fleet.

JAPAN'S NATIONAL AIM.

STRIKING PUBLICATION BY THE "TIMES."

Plan for Peaceful Recognition.

(Reuter's Service to the China Mail.) LONDON, July 20.

The *Times* publishes seventy-two additional pages with maps and pictures dealing with Japanese history, life, commerce and industry.

In a leading article the journal, after referring to the admiration and respect which the dramatic appearance of Japan among the great nations of the world had kindled everywhere, explains that the principal object of the publication is to correct the failure of the West to realise that though Japan had found her successful expression in war, she was chiefly and honourably desirous of winning world-wide recognition in the domain of peace.

THE ENTENTE CORDIALE.

KING GEORGE'S HOPE.

(Reuter's Service to the China Mail.) LONDON, July 19.

The Earl of Northampton, in announcing to President Faillieres the accession of King George, said His Majesty would never forget the proofs of friendship and affection which his late father had received from the French people.

King George was animated with the same feeling of affection, and it would be a keen satisfaction to His Majesty to see the *entente cordiale* continue to increase.

CANADIAN MILITARY INEFFICIENCY.

GENERAL FRENCH'S REVELATIONS.

(Reuter's Service to the China Mail.) LONDON, July 10.

General Sir John French, Inspector General of the British Military Forces, has arrived in England. The *Times* correspondent understands that his report is couched in the most succinct language, and that General French, believing the Canadians wish for the baldest truth, discloses a state of military inefficiency that will be a revelation to the Dominion.

THE WEATHER.

We have not quite finished with the dirty weather which followed upon the typhoon which on Monday crossed Formosa and headed towards Foochow, and yet Manila sends warning that another area of low depression has been discovered near Sulu which may develop into a typhoon. The rain was still falling this morning, but the temperature is delightfully low for the time of year.

THE IKOMA IN ENGLAND.

(Independent News Agency's Service to the China Mail.)

TOKYO, July 20. It is reported from Gravesend that the officers and crew of the Japanese cruiser Ikoma have been cordially entertained since their arrival in the Thames.

END OF STRIKE.

(Independent News Agency's Service to the China Mail.)

TOKYO, July 20. The 2,000 dock workmen at Uraga, who recently went out on strike, have resumed work.

TOURISTS' RETURN.

(Independent News Agency's Service to the China Mail.)

TOKYO, July 20. The Round-the-world tourist party organised by the *Asahi Shimbun* have now returned to Japan.

RAILWAY LOANS IN CHINA.

A CONFERENCE PROPOSED.

(Wah Tez Yat Po's Service.)

PEKING, July 20. H. E. Hsu Si Chang, President of the Board of Communications, intends to shortly fix a date for the holding of a large meeting between officials of the Board, the foreign Ministers, the loan representatives of countries concerned, and the representatives from the Provinces who are objecting to the conclusion of any further loans with foreign countries. The whole question of railway loans will then be discussed.

SHANTUNG REBELLION SUPPRESSED.

(Wah Tez Yat Po's Service.)

PEKING, July 19. H. E. Hsu Si Chang, Governor of Shantung, has reported that the rebellion in the Lai Yang District has been quelled.

CHINA AND RUSSO-JAPANESE AGREEMENT.

(Wah Tez Yat Po's Service.)

PEKING, July 19. The Cabinet has held a secret meeting and discussed the Russo-Japanese Agreement.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday afternoon when the orders of the day are:

Second reading of the bill entitled an ordinance to relieve the Governor-in-Council of certain duties.

Second reading of the bill entitled an ordinance to amend the Young Persons Ordinance, 1909.

Second reading of a Bill entitled an ordinance to amend the Law of Copyright.

Second reading of the bill entitled an ordinance to amend the Crown Lands Resumption Ordinance, 1900, and to make special provision for the Resumption of Crown Lands of small value for public purposes.

Second reading of the bill entitled an ordinance to amend the Protection of Women and Girls Ordinance, 1897.

Second reading of the bill entitled an ordinance to provide for the narrowing, stopping up, diversion, turning or alteration in levels of Highways.

Second reading of the bill entitled an ordinance to further amend the Liquors Ordinance, 1909.

Second reading of the bill entitled an ordinance to amend the Theatres and Public Performances Regulation Ordinance, 1908.

Committee on the bill entitled an ordinance to authorize the Appropriation of a Supplementary Sum of Three hundred and fourteen thousand five hundred and thirty-three Dollars and thirty-two cents, to defray the Charges of the Year 1909.

A meeting of the Finance Committee will be held immediately after the Council.

LONGENEK

PURE GRAPE COGNAC BRANDY.

The 'LANCET' and The 'MEDICAL REVIEW'

agree that a more excellent Brandy for Medical purposes cannot be had.

Awarded Gold Medal at the New Zealand International Exhibition in 1905-6.

H. PRICE & CO., LTD.,

12, Queen's Road Central, SOLE AGENTS.

TELEPHONE No. 135.

Hongkong, July 18, 1910.

THE PIRATE TROUBLE.

GREAT RUMORS FEARED.

Macao Government's Activity.

(From Our Own Correspondent.)

Macao, June 19.

We are living in a curious day. On two of the eleven "pirates" arrested yesterday were found two boxes which were wet with blood. Had the men come over from Colowan? What was their mission? I hear there are about a hundred of their kind now in Macao. Certain it is one meets with very strange faces now in the native quarters; one sees them sitting in twos or threes even in our pleasure resorts. I am told two individuals of the dare-devil type were arrested yesterday for prowling very suspicious manner about the Guin Fort. What were the men doing at that height?

While on the subject I must dispel certain erroneous notions creatable to Chinese sources and which have been set afloat after the late brush at Colowan.

In the higher circles here the population of the island have ever been considered law-abiding and homely. Whenever the presence of pirates was reported here the Portuguese Government have never failed to send across troops, and secret service men with the utmost despatch. Who does not remember the skirmish in 1908 when a goodly force of troops was despatched to Colowan in the dead of night, the very instant intelligence of the surprise visit reached the authorities here? It was then that one of the best known and active men of the secret police fell riddled with bullets, while some very prominent public servants narrowly escaped with their lives. Another man by the name of the days of Governor Rodrigues is still fresh in our minds, when 200 men were detailed post haste to the scene of the fray under the chief of staff. A private was then shot and several men wounded. No one can deny that the Macao Government has always been on its alert and most commendably prompt. But do we not see the nefarious brotherhood in every nook and corner of the Kwangtung region?

As regards the fact of the pirates being equipped with Mauser automatic weapons, the Macao Government has not facilitated their possession, for since the Ordinance of 1908 against the exportation of arms, only cheap licences have been issued for repairs to fire arms and shooting implements. It is no case however were licenses ever issued to dealers which would force on them the alternative of resorting to contraband. Yet we come across smugglers at every turn.

I have official authority to affirm the statement in respect to the fact that during the last ten or twelve years no less than 500,000 rifles have been imported into Macao, that it is more than a year since the Government allowed a single firearm to leave the Colony.

I have good reasons to believe we may shortly expect quite a rumour here.

Another suspicious character has been arrested near the powder depot. It would seem the pirates have given their besiegers the slip—at least a part of them.

(From a Special Correspondent.)
Macao, July 20.

It is understood that the Colowan pirates have sent a threatening letter to the advocate, Mr. Constantino da Silva, of Macao, who informed the Government of the whereabouts of the pirates.

The letter is said to contain a threat to have him and all the members of his family beheaded.

Up to the time the mail left Macao there were no further developments in the siege. It is reported that a number, if not all of the pirates have been captured since the darkness of night. It is said they made drift and lay down on them letting them drift with the tide.

The gunboats did not use their search lights.

THE COLONIAL SECRETARY OF MACAO.

(From a Special Correspondent.)

Macao, July 20.

Mr. Mansilha, Colonial Secretary of Macao, whose able services to the Colony will be greatly missed, is going home shortly. Dr. Mansilha has been in the Colony for many years, and his departure will be a great loss to Macao, especially at the present moment when the Colony is in more need of his valuable services. When Dr. Mansilha arrived from Lisbon he was an experienced Colonial official and he has proved himself to be a splendid worker during his stay in Macao. Not only was he the ablest Colonial Secretary who ever held office in Macao but he is also one of the most straightforward officials who has been here. Who will succeed him? A rumour was current the other day when the new Cabinet was formed at Lisbon, under the Premiership of Senhor Teixeira de Souza, that Dr. Lello was coming back to fill the post, but up till now this has not been officially confirmed, and it was surmised that it was owing to his rumoured appointment that H. E. the Governor of Macao sent in his resignation which, however, has not been accepted by the Home Government. Dr. Lello's name was frequently mentioned in connection with an appointment at Angola, but he never assumed the post owing to objections raised by the governor of that district.

Macao at the present time needs an official like Dr. Mansilha who worked in the interest of his country. He leaves Macao with the best wishes of its inhabitants and of a host of friends he made during his short stay here.

MACAO NOTES.

(From Our Own Correspondent.)

Macao, July 20.

The Opium Farm has at last been adjudged to a native gentleman of Hongkong for \$148,750, for the period of 3 years.

The magistrate of Chiu San called on H.E. the Governor of Chiu San to call on him. We are glad to welcome him from his trip to the Mexico popular Dr. L. P. Marques.

AVOID ALL DANGERS.

Dysentery is a dangerous disease but can be cured. Chamberlain's Colic, Cholera and Diarrhoea Remedy has been successfully used in nine epidemics of dysentery. It has never been known to fail. It is equally valuable for children and adults, and when reduced with water and sweetened, it is pleasant to take. For sale by all chemists and druggists.

THE CHARGE AGAINST JOHN GRANT.

The hearing of the charge against John Grant, formerly a surveyor in the Public Works Department, for obtaining \$10 by means of false pretences, was continued before Mr. E. R. Halliday at the Magistrate's Court today.

Detective Sergeant Appleton prosecuted and Mr. J. H. Gardiner defended.

Mr. Gardiner said he hoped to prove that at the time the cheque was given to complainant defendant was under the firm impression that he had sufficient funds to meet the cheque of \$10. On returning to his house the same evening he examined his pass book which had been returned to him and found there was only a credit balance of \$8.34. Defendant wrote complainant and he gave the latter the cheque when he went to market the following morning.

His Worship—Have you been able to find the cook?

Mr. Gardiner—No. He was only a temporary cook at the time.

Continuing Mr. Gardiner said defendant went and the money and as the folks could not produce the cheque he asked them to destroy it. Defendant subsequently went on dealing with complainant. The cheque was never returned to defendant. The other cheque had no doubt been put in such a view of showing defendant's intention of duping people but in every case with the exception of that of Messrs. Ullmann, the cheques were post dated and negotiable in April.

Defendant was employed by the Government until the end of March and was expecting his salary as well as a sum of \$800 or \$900 from Canton. Defendant had never attempted to leave the Colony. He had been at Canton for a few days trying to get money but had been unsuccessful, in consequence of which there had been six or seven Summary Court actions and defendant had been in prison.

Defendant, on being called, gave evidence in support of his counsel's statement. He had got the loan of \$10 from the second witness and he understood the first witness to be the proprietor. When he had received his book for goods it showed about \$80 to be due to complainant and there was nothing therein relating to the \$10 loan. He had never made any attempt to run away from Hongkong and had left the P.W.D. when he gave the cheque for \$10. He did not know until the 3rd or 4th of April that his salary had been attached and the money he had been relying on was not received. Defendant promised to pay Messrs. Ullmann at the end of the month but as they did not know him he gave them a cheque and asked them not to present it before the 1st of April. A few days afterwards a man called at his house and asked that defendant there was some trouble about the cheque being crossed. The man could not speak English very well. Defendant also gave a cheque to Messrs. Hastings and Hastings. One cheque was stopped as the money had already been paid to the H.K. Co. by Waddington. Regarding another cheque defendant said he was unable to quit his house before the 15th of the month, consequently he had to pay a month's rent in advance. The funds he was expecting were money sent by one of the members. It should be paid at the end of March. The loan had been made six months previously and the arrangement was verbal.

His Worship—When did you know your salary had been attached?—On the 3rd or 4th of April.

How was it attached?—I could not say. The Accountant at the P.W.D. informed me.

That was the first you knew of any action against you?

Mr. Gardiner said it was attached by Messrs. Ullmann and Co., who had obtained a judgment against you.

His Worship—Was there no reason given?—No. I thought it was stopping my salary for three months' notice, which I ought to have given.

His Worship—You gave how long notice?—I gave no notice.

And you resign?—I gave notice on March 25th and left on the 28th.

His Worship continued prisoner for trial. Mr. Gardiner applied for bail and His Worship fixed bail in two sureties of \$100 each and \$50 cash.

SANITARY BOARD.

Mr. E. D. C. Wolfe presided over a meeting of the Sanitary Board on Tuesday afternoon when there were present: Hon. Mr. A. W. Brewin, Colonel Sir Joseph Fayer, P.M.O., Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Dr. G. L. Fitzwilliams, Mr. Ng Hon. Jax, Mr. Lau Chu Pak, Dr. F. Clark, Medical Officer of Health, Dr. W. W. Pearce, Assistant Medical Officer of Health, and Mr. W. Bowen-Rowlands secretary.

THE TRAINING OF NULLAHS.

The President stated that the opinion of the Board of Medical Officers on the question of nullahs had been supplied, as required by one of the members. The cost of nullahs training was \$15,000 in the 1910 estimates. The whole question in the two papers before the meeting was whether the training of the nullahs near the Military Hospital was of sufficient importance to take precedence over any other works of the kind in the Colony, and was work so pressing that they should recommend it being undertaken at once. If properly trained, it would cost \$3,500, but the Medical Officer of Health in his report made the utmost importance that this nullahs should be efficiently trained at once. Temporary measures might do for some time, but it appeared to him that it would have to be properly trained later. At the present moment there were nine cases of malaria fever from the family quarters below the Military Hospital, five cases had broken out in his own family, and three patients who were admitted to hospital with other diseases had contracted malaria there. There were also fifteen cases from the city of Victoria, making in all 32 cases. He was perfectly convinced in his own mind that all these cases emanated from the nullahs question. In samples of water he had examined he had found larvae of the anophelinae variety. He had also been told there were cases of malaria at the top end of the nullahs amongst residents. On these grounds he urged the importance of having the nullahs trained before any other work was done, although he quite agreed with the remarks of the Registrar-General.

Mr. Shelton Hooper thought, after what he had heard from the Principal Medical Officer, that it was the duty of the Board to train this nullahs at once. He thought it would be money well spent, and the adoption of temporary measures would simply mean a recurrent vote. Therefore he would move that the Board recommend the Government to take immediate steps to train the nullahs.

Mr. Hooper asked what steps had been taken to give effect to the resolution which the Board passed at its last meeting regarding the training of the nullahs at Kowloon.

The President said the reply from the Government was being circulated.

Mr. Hooper—Perhaps you might tell us what it is?

The President said the reply was that the Government "thanked the Board for their recommendation in the matter, and had considered the same which was recommended by the Board, but had found that the one opposite the station in Canton Road was more suitable. That was the gist of the reply."

Mr. Hooper—If that is the gist of the reply, I would ask, if it is not treating the Board rather contemptuously? Perhaps it is, but I am sure that the Board will go through the trouble to visit the sites and thoroughly digest the question on which we are invited to express an opinion, and

that by the time the building is half erected, when we discussed this question the other day I find that this building was practically finished. If the Government had already considered the subject and made up their mind, what was the good of their waiting the time of members of this Board? I think you, Mr. President, because I don't think, when you brought the matter before us last meeting, that you were aware the building was in course of erection.

The President—In reply to that I may say I ascertained by a visit to Kowloon that the old original was being pulled down. As I had received no communication by that time I referred the matter to the Government, and it appears that during this time the work of re-erecting the original has been proceeding.

Hon. Mr. Howett—Is the Government under any obligation to refer this question to the Board?

The President—I presume that under section 162 of this matter should have been referred to the Board, and as President I regret that it was not done until so late.

Mr. Hooper—Are the papers in circulation?

The President—Yes, they will come up at next meeting.

CORRESPONDENCE.

THE CANTON OPIUM MONOPOLY.

(To the Editor of the "China Mail.")

Sir,—It would seem, perhaps, natural after the publication of the apology of the Viceroy of Canton, in regard to the additional tax he has imposed on prepared opium, that some reflections, even if not some animadversions thereon, should appear in the foreign press. I may say at once that I have no sympathy with what is called "the opium trade" as such, and shall be glad when this chapter of Anglo-Indian history is closed and sealed for ever.

On the other hand, I believe "that some of the very extreme anti-opiumists have not at all times been as guarded as they might have been in their language. I cannot understand how any one who has frequented the opium dens of Canton, as I have been accustomed to do, and have studied the scenes witnessed therein, can advocate the use, often but the first step to an abuse, of opium, with its direful results. Again I do not see how it can be truthfully said that opium is ruining China, when we are surrounded with such myriads of active Chinese as we see in such cities as Canton, Fatsien, and Hongkong. What may be seen in other cities of China, I do not presume to say; certainly here the Chinese are busy at their work, and at their play, and are a long way from being ruined.

Having made my position clear, I now venture to make some remarks upon the memorandum of His Excellency as recently printed in the "China Mail." It is a document of some length, and I shall not attempt to affirm that he has three lines of defence. I state first, that he is only taxing the prepared article, and is not interfering with the raw drug. Secondly, that the limit of three days which he has allowed during which time all opium removed from the Customs is to be converted into the amenable commodity, has been fixed so that "unscrupulous merchants" may not have the opportunity of storing large quantities of the raw drug in their shops, which they intend to keep till opium has become more dear, when they will sell it at an enormous profit. The third point is that such governors ought to be allowed to manage their own affairs without interference from any outside party. I will now look at these points in order.

As to the first point, it is a good one, and I am not arguing whether it is a good one or not. I am simply stating that this thing, looked at in the light of the Chefoo Convention, will not bear any searching scrutiny. The second line of defence on the face of it seems sound. But I am suspicious. Certainly it is probable that unscrupulous merchants will stock as they are able, and when opium is dearer, as presumably it will be in three or four years' time, will sell it at a great profit. That this should be thwarted is praiseworthy. But then there is another side to the question. It is well known that many calls are constantly being made for money upon the local exchequer of China, and sometimes these calls are very clamorous. On the other hand, it is frequently said that money is scarce. I may, however, be wrong in this. I express the doubt whether or not one of the strongest motives to raise funds to meet these incessant calls, without having recourse to any further taxation on ordinary trade. When the Viceroy examines against outside interference, I sympathize with him, or should do so under normal conditions. But then China has so intervened herself with outside Governments during the last half century by her foolish and suicidal policy, that she must now take quickly the consequences of her own folly, and must not kick against interference to which she has consented; she must accept the issues of decisions to which she was a party whether willing or unwilling.

When I reach the second part of the Viceroy's letter, I am confronted with statements, that, to say the least, are surprising and not a little unsettling. It is well that the two Governments have arranged that they will work together that the importation of opium into China for the future shall cease at the close of ten years. This means that both the imported drug and the cultivated article within the borders of China shall be decreased by one-tenth each year. The Viceroy has brought forward the figures which show that during the last three years, and takes his figures from the Customs returns. What does he say? That during the first year the arrangement was made the importation only decreased by three per cent. instead of ten. Then he says that there are to be no more decreases but rather the opposite. If these statements are correct they demand attention, and certainly furnish matter for serious and regretful consideration. It is true that I have seen other statements in the native

press which are to this non-diminution of the quantity imported is owing to sundry consignments of Turkish and Persian opium clandestinely imported by those who have no right to have anything to do with the drug. Whatever be the explanation, it is certainly a matter of profound regret, if what the Viceroy affirms is correct. According to him the imports of opium were at great last year as the year before and greater.

The other side of the picture is just as revealing from the Chinese side, and panders to the vanity of the very personality of the Viceroy and his sincerity. Already according to the Viceroy the acreage which used to be devoted to the cultivation of the poppy has been curtailed by 70 or 80 per cent. have gathered from sundry reports, and are generally published, that though in some provinces much is done, in other the progress is comparatively little. To be told therefore that China has done so much, whilst Great Britain has done so little is somewhat disconcerting. It is certainly not likely that we shall get to the end of the opium question in ten years if what the Viceroy says is correct. It would seem that the time has come when there should be another conference arranged; and the whole question again thrashed out in the light of day, and again a plan of operation decided upon which shall be strictly adhered to by all parties concerned. If the present decade does not brace itself for the deletion of the trade, I fear that there will be danger that the matter will linger on without any well defined conclusion, and the desired end will be far from being reached. At any rate those who are interested in the question, from many reasons, would like to know the exact state of affairs, that all uncertainty may be removed, and the real facts brought into the light of common day.

Yours sincerely,
SCRUTATOR.

[Note—Bishop Brent is pressing the British Government to call another anti-opium conference at the Legation, but we imagine that nothing can be done until after Sir Alexander Hoare's report has been received. This gentleman has been detached from the British Legation at Peking to make a complete survey of the poppy fields of China and his task is expected to require at least eighteen months—Ed. C.M.]

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Aquatic Sports.

The following is the programme for the aquatic sports to take place at the V.R.C. on Saturday afternoon at 4 p.m.:

B.O.C. v. 27th Coy. E.R.G. Water Polo (first match in Shield competition).
4.30 p.m. Two 1500 Yards Handicap (heats).
4.45 p.m. PUZZLE.
5.10 p.m. Two 1500 Yards Handicap (final).
5.15 p.m. Diving for Objects.
5.40 p.m. Swimming under Water.
6.10 p.m. Trawl Race (2 lengths).
6.30 p.m. WATER POLO. V.R.C.

We learn that there is a large number of entries. Owing to lack of space the committee regret they will be unable to entertain ladies.

RESCUE AT SEA.

Soon after leaving Manila Bay the s.s. Inverkip, which arrived in Hongkong on Tuesday evening, encountered a terrific squall accompanied by terrific gusts of rain. A native boat was observed making signals of distress and when the Inverkip bore down on her it was found that there was a large quantity of water in the boat. The occupants numbered four men who were taken on board and were provided with the best food. For some time the boat was towed along until a local steamer, the San Jose, was sighted to which the men were transferred.

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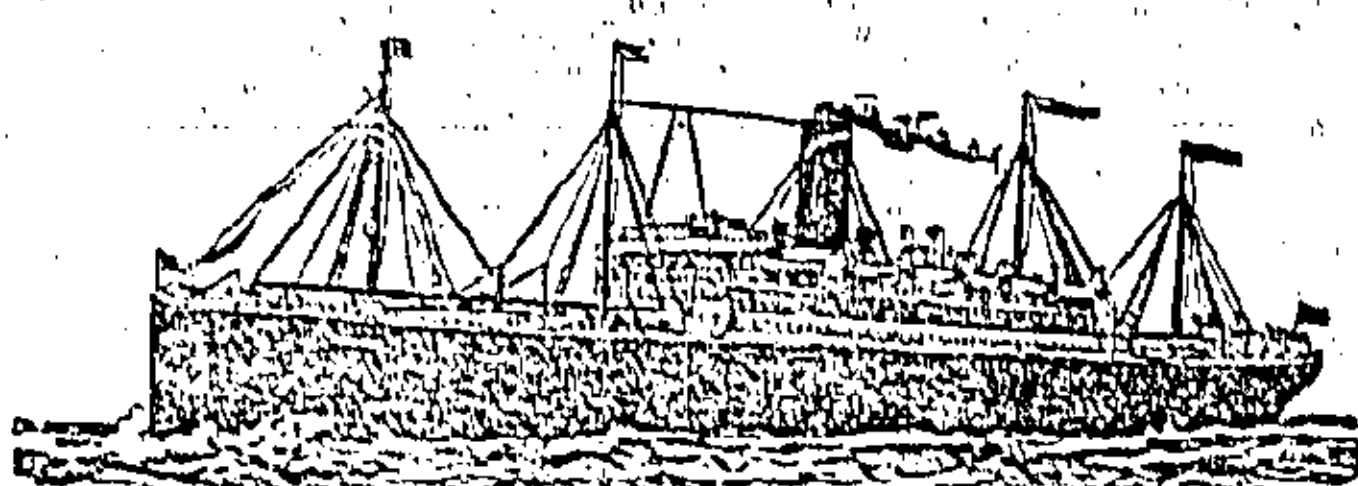
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SIBERIA	18,000	SATURDAY, 30th Aug., at 1 p.m.
MANCHURIA	27,000	SATURDAY, 20th Aug., at 1 p.m.
CHIYO MARU	21,000	SATURDAY, 27th Aug., at 1 p.m.
MONGOLIA	27,000	SATURDAY, 17th Sept., at 1 p.m.
TENYO MARU	21,000	SATURDAY, 24th Sept., at 1 p.m.
KOREA	18,000	SATURDAY, 1st Oct., at 1 p.m.

The T. K. K. s.s. NIPPON MARU will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, July 30th, at 1 p.m.

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Hongkong to London via Canadian Atlantic Ports ..£43.

KOREA.....245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Japanese, King's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Principal Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, MOI, KOBE & YOKOHAMA	CHICAGO MARU, Capt. L. Goto.	6,182	Wednesday, 10th Aug., at Noon.
Do.	TACOMA MARU, Capt. H. Yamamoto.	6,178	Wednesday, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted route for carrying Silk, Treasure and Parcels. Special attention given towards Express cargoes.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, June 22, 1909.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
ANPING AND TAKAO, via SWATOW & AMOY	JOSHIN MARU, Capt. Y. Yamamoto.	WEDNESDAY, 20th July, at Noon.
SHANGHAI, via SWATOW, AMOY & FOOCHOW	CHOSHUN MARU, Capt. T. Suga.	THURSDAY, 21st July, at Noon.
SWATOW, AMOY & TAMSUI	DAIJIN MARU, Captain Y. Kanuraki.	SUNDAY, 24th July, at 10 a.m.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout.

First-class cuisine.

The newly built steamers: 'Choshun Maru' and 'Daijin Maru'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, June 22, 1909.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, BOOTHAMPTON, TON, ANTWERP & BREMEN	LUETZOW, Capt. W. Bartling.	(17,800)	THURSDAY, 28th July, at 10 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG, Capt. F. v. Binsor.	(18,900)	WEDNESDAY, 27th July.

Fitted with Wireless Telegraphy New System of Telephones.

MANILA, YAP, NEWGUINEA, SYDNEY, MELBOURNE, ADELPHI, etc.

YOKOHAMA AND KOBE.....PRINZ WALDEMAR, Capt. F. Iscke. (8,100) SATURDAY, 13th August, at Daylight.

RUAT AND SANDAKAN.....BORNEO, Capt. F. Sembill. (6,600) THURSDAY, 21st July, at 5 p.m.

For further Particulars apply to

Norddeutscher Lloyd, MELOHERS & CO., General Agents, Hongkong & China.

HEAVY RANSOM DEMANDED.

A few days since we reported that some robbers had, after looting property from six houses in Wang-Kong in the Sanyai district, carried off six of the inhabitants to be ransomed by the clan. Among these was the infant child of a widow. They also carried off a young slave girl to look after the infant. The robbers have written to the heads of the clan and demanded the sum of \$3000. The people of the clan are busy trying to raise the money for they are in dread that unless it is paid on the specified date that the lives of those who have been kidnapped will be forfeited.

ADMIRAL WINSLOE AT PORT ARTHUR.

Admiral Winsloe and twelve other officers of the British squadron now at Port Arthur, visited the monument erected on Poiki Hill in memory of those who died during the siege, says The Japan Chronicle of July 9. The Admiral laid at the foot of the monument a memorial in the shape of a life buoy, on which the name of the gold-ship and the date were engraved in gold. Admiral Winsloe read an impressive address in front of the shrine in which the ashes of those who fell in the assault are deposited, and Admiral Tomioka, Commander of Port Arthur Admiralty, responded. The engineer cadets on the cruiser Chitose, which is now at Port Arthur, and the Japanese officials and officers in Port Arthur, were present. The British squadron left Port Arthur at 7 p.m. on the 7th instant for Tairon.

WONDERFUL GUNNERY.

A possible revolution in gunnery—naval and military—is fore-shadowed by the experiments which Messrs Armstrong, Whitworth, and Co. have been carrying out on their experimental range at Silloth, Cumberland, with a gun which is shortly to be delivered to the War Office.

The greatest secrecy has been observed, but it is understood the leading feature of the new weapon is the replacement of recoil springs by chambers containing a patent liquid and air. These new recoil cylinders are understood to have been such a success that it has been demonstrated possible for the gun, once laid, to remain in the same position for ten consecutive shots.

The gun experimented with is a 14.3lb. breech-loader, but there appears to be no reason to prevent the mechanism being fixed to other types of gun, notably the weapon employed on our Dreadnoughts.

The increase in steadiness and accuracy of shooting is remarkable, as is shown by the statement that of ten shots fired, as stated above, five passed practically through one point, a feat hitherto unknown in the annals of gunnery.

J. T. SHAW,

Tailor & Outfitter.

PITH

TOPEES

\$3.50.

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Andrew

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FOR SUMMER

HEIGHT 1 1/2 INCHES.

Hongkong, November 1, 1909. 1361

PATELL & CO.,

Exporters & Importers

General Merchants

and

Commission Agents.

Hongkong and

Canton.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
MANILA	LOONGSANG	FRIDAY, July 22, at 4 p.m.
SHANGHAI, KOBE and MOI	KUTSANG	TUESDAY, July 26, at Noon.
TIENTSIN	CHONGSHING	TUESDAY, July 26, at Noon.
SINGAPORE, PENANG and CALCUTTA	NAMSANG	THURSDAY, July 28 at Noon.
MANILA	YUENSANG	FRIDAY, July 29, at 4 p.m.

RETURN TOURS TO JAPAN. Occupying 23 days.

THE steamers Kutsang, Namsang and Loongsang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

* Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yungtze Ports, Onatoo, Tientsin, Newchwang.

* Taking Cargo on through Bills of Lading to Kaitai, Laded Data, Sumpura, Tawao, Usukan, Jossolton and Lobnan.

For Freight or Passage, apply to Sub. Exch. 4. Telephone No. 415.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

CHINA.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	To SAIL
CHEFOO & TIENTSIN	July 21, at 4 p.m.
SHANGHAI	July 21, at 4 p.m.
SWATOW, AMOY, NINGPO AND SHANGHAI	July 21, at 4 p.m.
SHANGHAI	July 21, at 4 p.m.
ILUO & OBU	July 21, at 4 p.m.
MANILA	July 21, at 4 p.m.
MANILA, ZAMBOANGA and USUAL	July 21, at 4 p.m.
AUSTRALIAN PORTS	July 21, at 4 p.m.

DIRECT SAILINGS TO WEST-RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS—S.S. Anshu, Chonan, Linan, Chibana—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

Butterfield & Swire, AGENTS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

STEAMERS	Tons, Gross	Sails
S.S. Kiyo Maru	17,200	Aug. 25th, at noon.
S.S. Bayo Maru	10,500	Oct. 22nd, at noon.
S.S. Hongkong Maru	11,000	Dec. 21st, at noon.

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Buildings 354

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	MISHIMA MARU, Capt. A. R. Mose, Tons 9000.	WEDNESDAY, 20th July, at Daylight.
	KAGA MARU, Capt. M. Hagi, Tons 7000.	WEDNESDAY, 3rd Aug., at Daylight.
	ATSUTA MARU, Capt. Wm. Thomson, Tons 9000.	WEDNESDAY, 17th Aug., at Daylight.
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	INABA MARU, Capt. K. Kawara, Tons 7000.	TUESDAY, 19th July, at 4 p.m.
	TAMBA MARU, Capt. E. Sato, Tons 7000.	TUESDAY, 16th Aug., at 4 p.m.
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. J. Nagai, Tons 7000.	SATURDAY, 13th Aug., from KOBE.
SYDNEY AND MELBOURNE, via MANILA, THOS, DAY ISLAND, TOWNS, VILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000.	FRIDAY, 5th Aug., at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 6000.	FRIDAY, 2nd Sept., at Noon.
SHANGHAI, MOI & KOBE	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000.	WEDNESDAY, 20th July.
ROBE & YOKOHAMA	HITACHI MARU, Capt. N. Mathieson, Tons 7000.	THURSDAY, 21st July, 5 p.m.
BOMBAY, via SINGAPORE AND COLOMBO	CEYLON MARU, Capt. Fred Pyno, Tons 6000.	TUESDAY, 26th July.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000.	WEDNESDAY, 3rd Aug., at Noon.

